



# 23<sup>rd</sup> Avenue Multi-Modal Corridor Project

# Project Extent & Scope

- 23<sup>rd</sup> Ave from John St to Rainer Ave S (bid additive to extend boundary to Helen on the North)
- Began as an AAC paving project and then grants were received to include the following improvements: Transit, Signals, ITS, trolley poles and sidewalk repair/maintenance
- Draft Schedule and phasing:
  - Phase 1-John to Jackson:**  
Design - April 2013 to June 2014  
Construction – September 2014 through September 2015
  - Phase 2-Jackson to Rainier:**  
Design - April 2013 to September 2015  
Construction – December 2015 through December 2016

*\*Funding was recently received for transit improvements north of John Street to Roanoke, SDOT is in the process of scoping this section of the corridor.*



# Complete Streets Assessment

## Pedestrian Master Plan

- High priority for crossings at numerous intersections along the corridor, poor condition of sidewalks and substandard widths (as narrow as 3' in some areas )

## Transit Master Plan

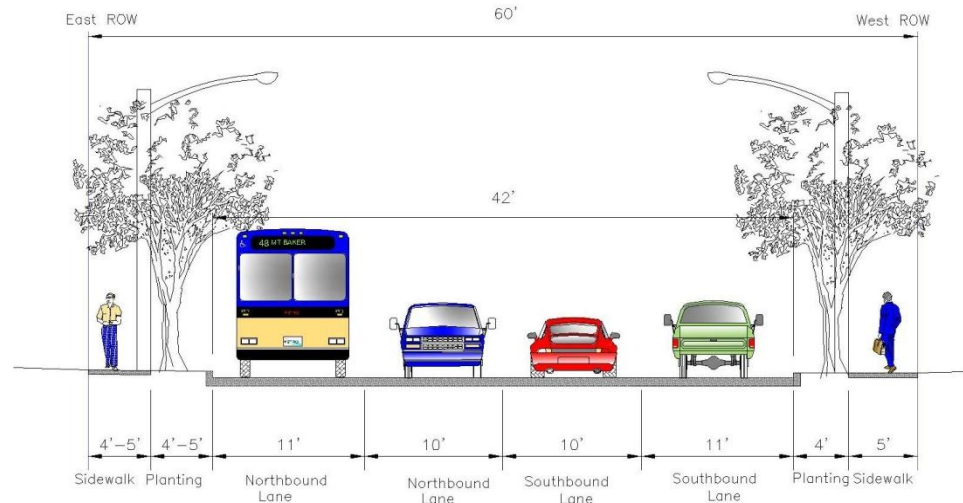
- Priority bus corridor (Route 48, with some segments used by other routes as well) with in lane stops
- Approximately 5,800 daily transit riders, 8<sup>th</sup> highest transit ridership in King County
- Route 48 suffers from poor reliability

## Bicycle Master Plan

- Bicycle lane recommended in 2007 Bike Master Plan (BMP)
- 2013 BMP draft update process has recommended a parallel route, acknowledging inherent conflict with transit

## Re channelization

- Average Daily Traffic on 23<sup>rd</sup> ranges from 13,400-20,000 vehicles per day
- If Average Daily Traffic is less than 25,000 on a 4 lane road, re channelization is evaluated



**23<sup>rd</sup> Ave E Existing Cross Section**

# SDOT Open Houses

- SDOT hosted two open houses. The first on March 2<sup>nd</sup>, 2013 and the second on June 29<sup>th</sup>, 2013.
- Both open houses were positively attended, with approximately 100 people in attendance at each-the second open house being a joint meeting with DPD.
- SDOT first presented a 4-lane option (maintaining existing travel lanes) plus two options for a 3-lane cross section, one with cycle track and one with wider sidewalks/landscaping.
- At the second open house SDOT presented the 3 lane cross section with wider sidewalks as the preferred alternative.



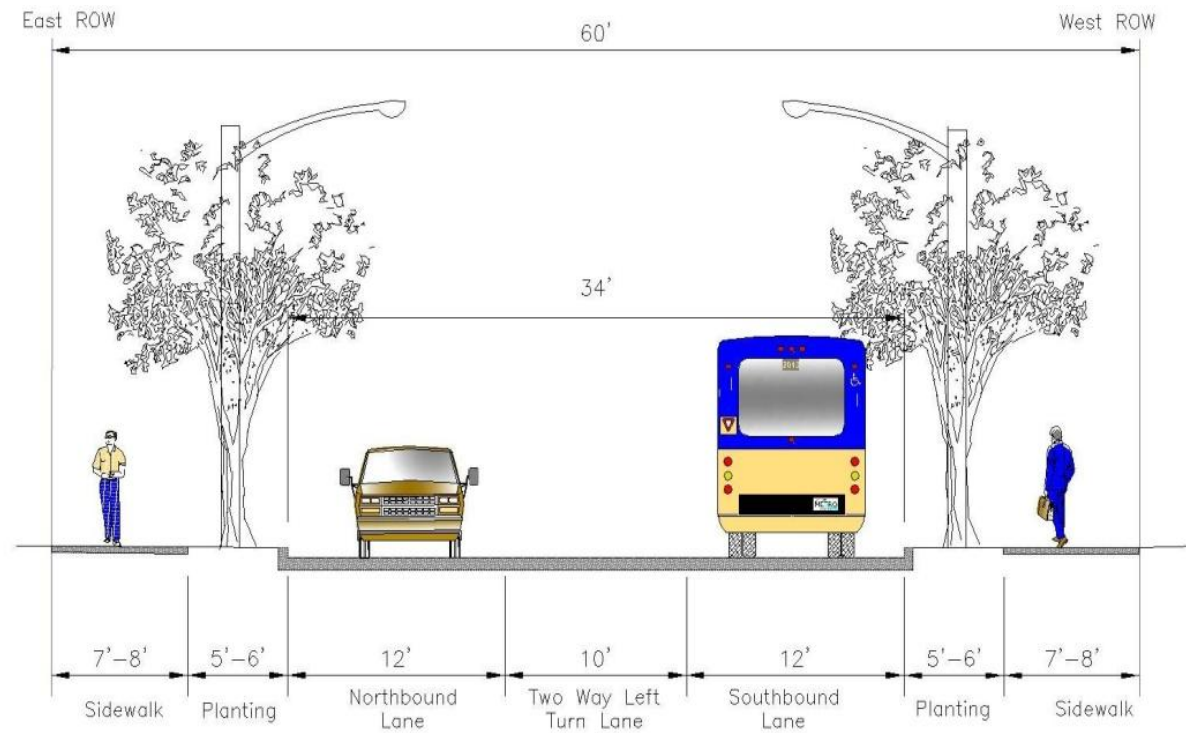


# SDOT Open House Summary

- Majority of public comments expressed concerns over the poor pedestrian environment and safety (narrow sidewalks, difficulty crossing, noise, lighting and minimal buffer from traffic)
- A parallel bicycle route received favorable comments and outweighed the comments requesting bike facilities on 23<sup>rd</sup>
- Transit was recognized as a vital function on 23<sup>rd</sup> and comments were offered relative to stop location and stop amenities
- Access and connectivity to the future Sound Transit station was raised as an issue to consider
- The majority of participants felt that the preferred alternative presented at the June 29<sup>th</sup> open house was a positive direction for the corridor



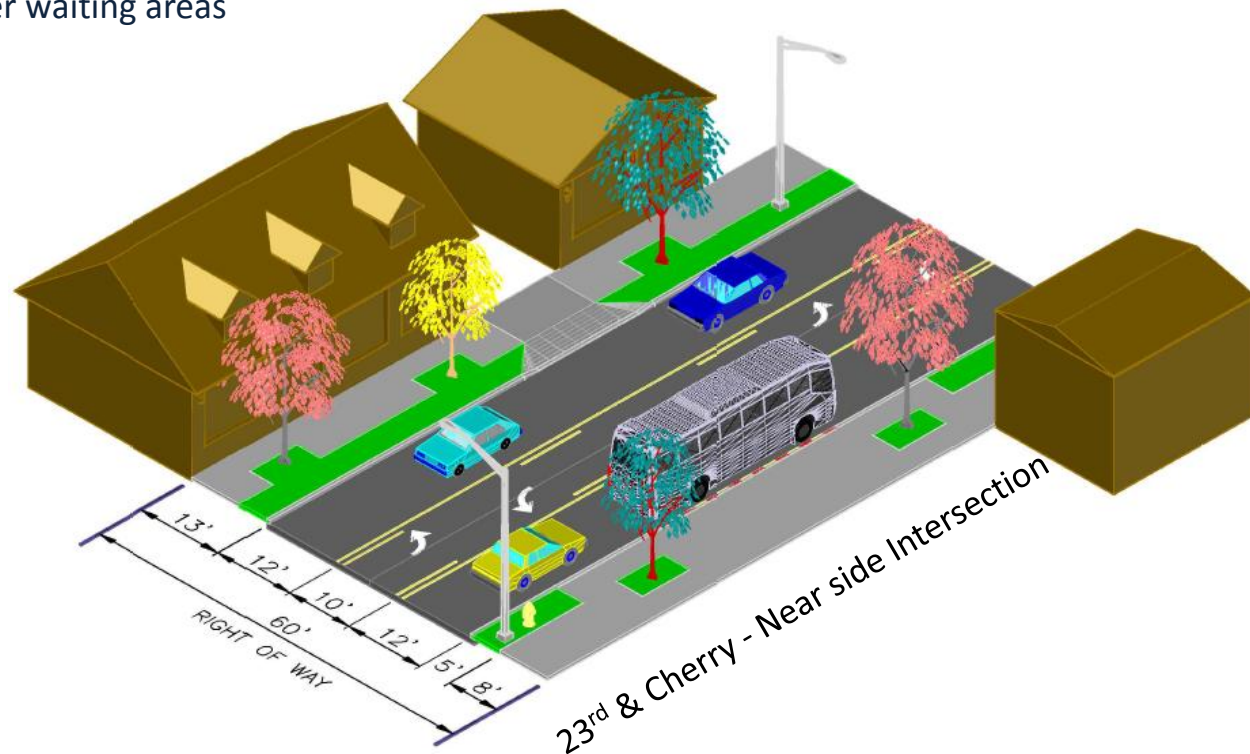
# Preferred 3 Lane Typical Cross Section



# Preferred Approach

Community feedback and Complete Streets assessment has informed the preferred approach; key improvements include:

1. Re-channelization from 4 to 3-lane cross section
2. Exploration of curb realignment to enable sidewalk widening along the corridor
3. Parallel greenway facility to facilitate N-S bicycle circulation
4. Transit Speed and Reliability Improvements along corridor (TSP, ITS, Trolley Poles)
5. Public art funding allocation
6. New bus stop facilities including lighting, shelters, electronic and standard signs, benches, and better waiting areas



# Traffic Analysis

- 10-20% speed and reliability improvement goal for transit using Transit Signal Priority (TSP)
- John and Madison will remain 4 lanes at the intersection due to high volumes.
- Traffic analysis is also evaluating 3 vs. 4 lane at the Jackson intersection
- Increased travel time for general purpose traffic of up to 1 minute northbound and 2 minutes southbound from John to Rainer
- This adjustment allows for a standard lane width (as opposed to the narrow lanes existing today); improved crossing distances and enhanced pedestrian environment





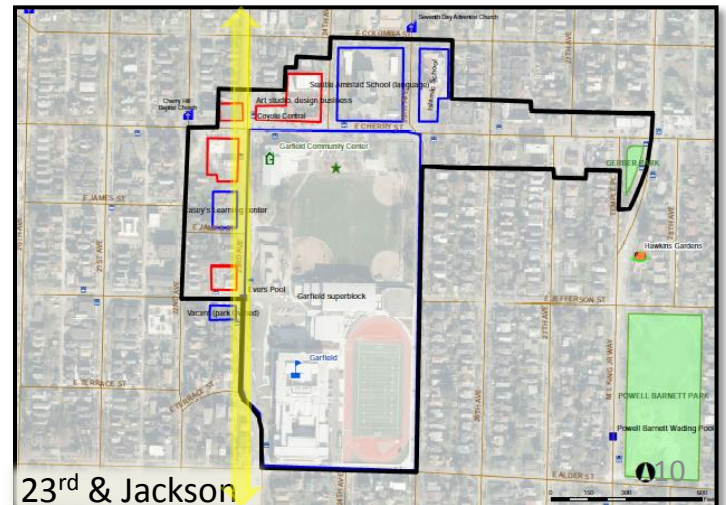
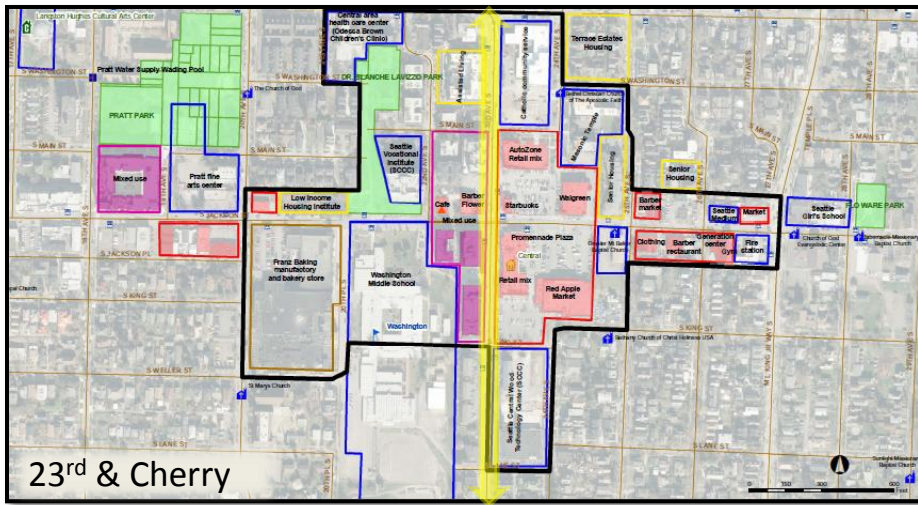
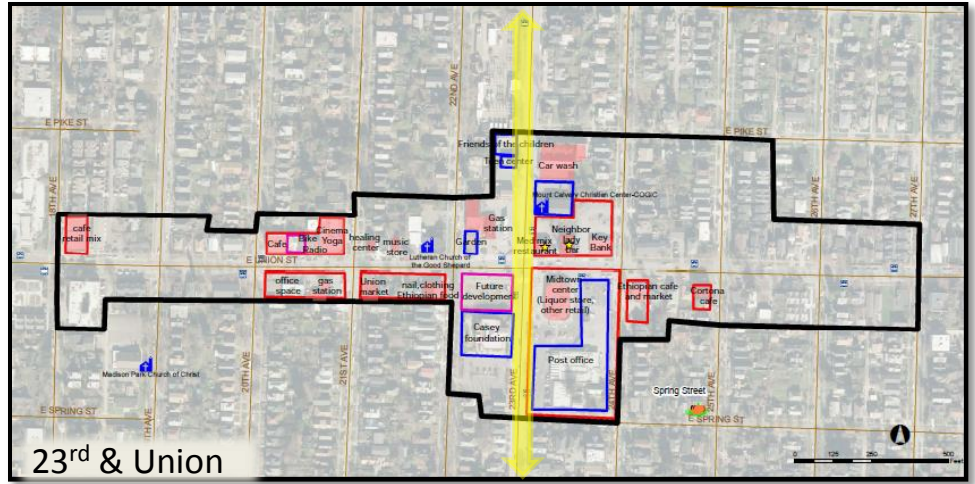
# Neighborhood Greenways

- Neighborhood greenways are routes on residential streets that are improved for safer and more comfortable bicycle and pedestrian travel for all ages and abilities.
- Designed for lower vehicle speeds and volumes and typically discourage cut through traffic.
- Greenways can also provide access to schools, trails, parks, transit and neighborhood businesses.
- This project has identified the following two streets for potential Greenway opportunities: 21<sup>st</sup> & 22<sup>nd</sup> Avenue.



# 23<sup>rd</sup> Avenue Action Plan

- DPD aims to develop a shared vision and action plan for three community cores- Union, Cherry and Jackson
- First community workshop held in April;
- 130 people attended
- Interdepartmental coordination with SDOT, DON, and OED
- OED is facilitating business and property owner coordination to maximize participation in 'Only in Seattle' program to benefit local businesses along corridor



# Funding/Implementation

- Current funding: \$8.3 local (BTG), \$5M federal, \$5M TIB
- Necessary funding for scope: an additional \$19.5M (\$15M general improvements, \$2M trolley system, \$2.5M parallel greenway)
- \$19.5 proposed with BIP
- If this funding is not received, project design will need to re-start and the three-lane section will not be constructed. Improvements would be limited to paving a portion of the corridor, signal and localized transit improvements.
- This approach would not meet many of the primary objectives heard from the public constituents: improvement to the walking environment, street trees/landscaping, and bicycle environment-“safer streets”